

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "KINSHAN," 1,995 " " J. J. Lomas.
 "HEUNGSHAN," 1,998 " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons Captain T. Hamlin.
 "SUI-TAI," 1,651 " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and at 1 P.M. from COMPANY'S WHARF.
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M. On Sundays at 8 A.M. and 3 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,190 tons Captain E. H. Grainger.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons Captain J. Willox.
 "NANNING," 569 " " O. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 14th January, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAVA	Second half January	JAPAN	Second half January
TJILIWONG ...	JAPAN	First half February	JAVA PORTS	First half February
TJIMAH ...	JAVA	First half February	JAPAN	First half February
TJILATJAP ...	JAPAN	First half February	JAVA PORTS	First half February
TJIPANAS ...	JAVA	First half March	JAPAN	First half March

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE JAVA-CHINA-JAPAN LIJN

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 22nd January, 1907.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

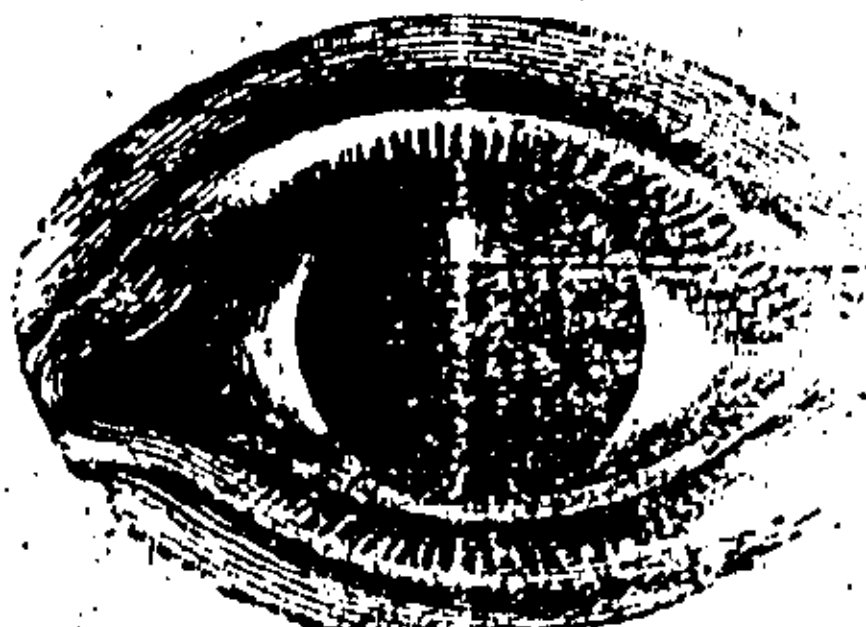
Fare for the Round Trip \$30

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—
BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. CO.
HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

London, CALCUTTA, SHANGHAI,
 31, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.
 Hongkong, 27th November, 1906.

Dentistry.

Dr. W. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY,
 31, DES VOGES ROAD CENTRAL.
 From the University of Pennsylvania, U.S.A.
 Hongkong, 12nd July, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET,

REASONABLE FEES.

Consultation Free.

Hongkong, 20th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUVA, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STREAMERS. SAILING DATES.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PREUSSER WEDNESDAY, 27th February.
 PRINZESS ALICE WEDNESDAY, 13th March.
 PRINZ LUDWIG WEDNESDAY, 27th March.
 ZIETEN WEDNESDAY, 10th April.
 PRINZ REGENT LUITPOLD WEDNESDAY, 24th April.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 8th May.
 BAYERN WEDNESDAY, 22nd May.
 PRINZ HEINRICH WEDNESDAY, 5th June.
 SCHARNHORST WEDNESDAY, 19th June.
 ROON WEDNESDAY, 3rd July.

S.S. "SACHSEN," Wednesday, 27th March, conveying H. M. THE KING OF SIAM, carrying second class passengers only.

ON WEDNESDAY, the 30th day of January, 1907, at Noon, the Steamship PRINZ HEINRICH, Captain P. Grosch, with MAILES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 28th January, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th January, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Passage Money payable in local currency at current sight Bank rate of exchange on the day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR ...	£61. 0. 0.	£42. 0. 0.	£23. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG ...	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR ...	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON ...	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STREAMERS. TONS. SAILING DATES.
 MANILA 1,790 SATURDAY, 2nd February.
 PRINZ WALDEMAR 3,227 THURSDAY, 28th February.
 PRINZ SIGISMUND 3,303 THURSDAY, 28th March.

ON SATURDAY, the 2nd day of February, 1907, at Noon, the Steamship MANILA, Captain Mogens, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return	\$80.00	\$50.00
TO NEW GUINEA	£28. -	£18. 10.	£14. 00.	Return	£42. 00	£27. 15
TO BRISBANE	£30. -	£20. -	£14. -	Return	£54. -	£36. -
TO SYDNEY	£33. -	£23. -	£15. -	Return	£59. 10	£41. 10
TO MELBOURNE	£34. 10	£24. 10	£16. -	Return	£62. 5	£44. 5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return	\$120.00	\$80.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return	\$140.00	\$95.00
TO YOKOHAMA & back from KOBE to HONGKONG ...	\$140.00	\$100.00				

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STREAMERS ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PREUSSER WEDNESDAY, 30th Jan.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } PRINZESS ALICE WEDNESDAY, 13th Feb.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co. & O. S. S. Co., T. R. R. & from NEW YORK to EUROPE by the magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA FLYMOUTH OR SOUTHAMPTON	£89. 0. 0.
TO BREMEN	65. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	66. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 25th January, 1907.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.5 ft. Water on blocks, 20.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

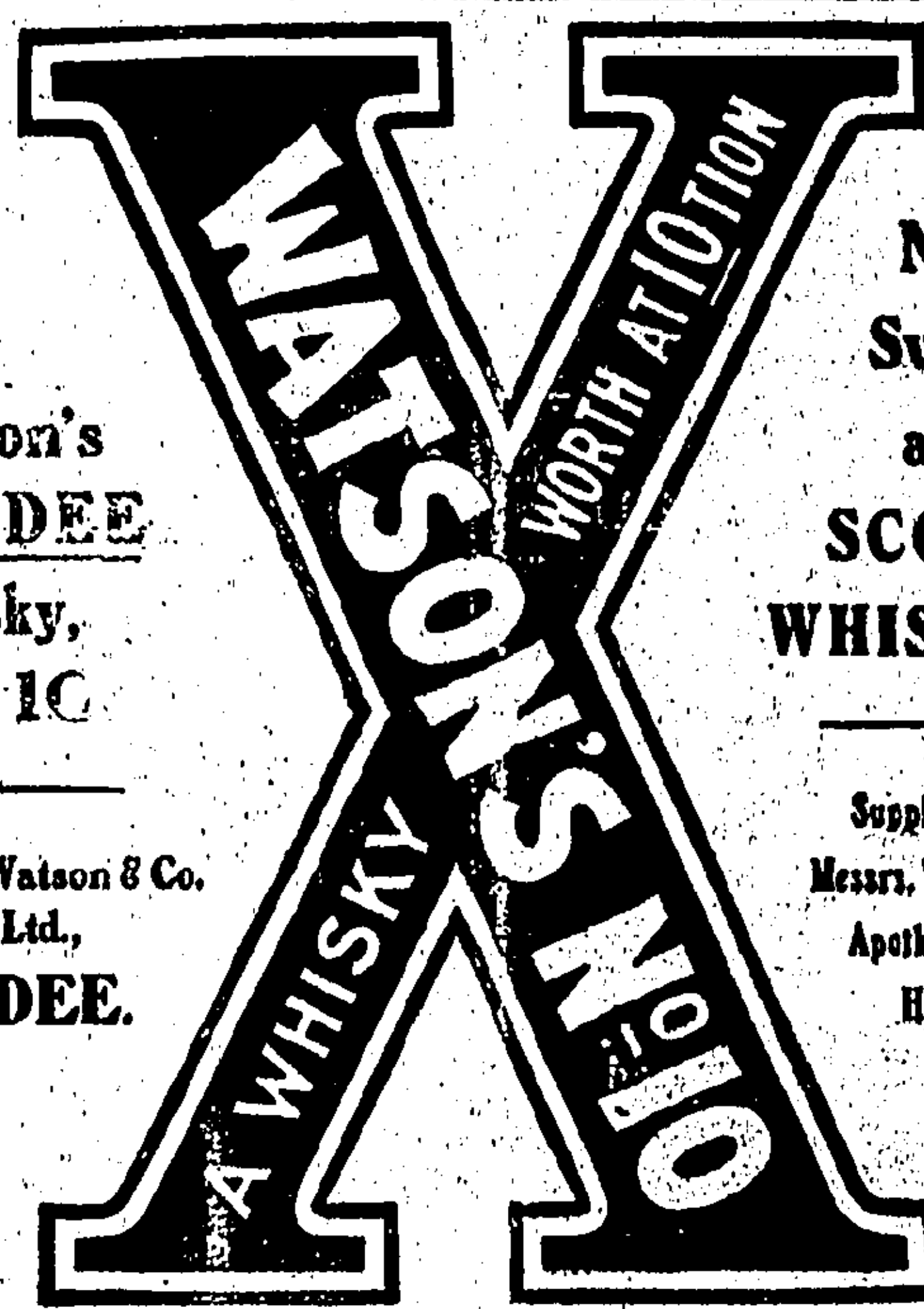
[37]

ASK
for
Watson's
DUNDEE
Whisky,
No. 10

James Watson & Co.
Ltd.,
DUNDEE.

No. 10.
Supreme
among
SCOTCH
WHISKIES.

Supplied by
Messrs. Watkins, Ltd.
Apothecaries' Hall,
Hong Kong.



D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 33 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 19th November, 1904.

[46]

F. BLACKHEAD & CO., KOWLOON LIBRARY,

SHIP-CHANDLERS, SAILMAKERS,
 COAL AND PROVISION MERCHANTS,
 NAVAL CONTRACTORS
 AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAHTJEN'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT,
 DAIMLER'S PATENT MOTOR
 LAUNCHES,
 &c., &c., &c.

Sole Agents for
 FERGUSON'S SPECIAL CREAM
 and
 P. & O. SPECIAL LIQUOR SCOTCH
 WHISKY, &c.

EVERY KIND OF
 SHIP'S STORES AND REQUISITES
 ALWAYS IN STOCK

AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

[45]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
 Ltd., have now 40,000 cubic feet of
 COLD STORAGE available at EAST POINT.
 Stores will be open at 10 A.M. and 4 P.M.
 daily, Sunday excepted, to receive and deliver
 perishable goods.

WM. FARLANE, Manager.

Hongkong, 22nd June, 1905.

[46]

KWONG SANG & Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS
 and CHILDREN'S UNDERWEAR, Silk, Fustian, Grass,
 cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOUGHT.

Hongkong, 1st February, 1906.

[48]

THE NUMBER OF VOLUMES

WILL BE

considerably increased at the commencement

of

FEBRUARY.

Hongkong, 26th January, 1907.

[46]

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VOGES ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any quantity required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., and other leading

Establishments in the Colony, to whom references may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Amenity to our Dispensary and gave us every satisfaction."

(Ed.) A. S. Watson & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 19th March, 1906.

[47]

Intimations.

Powell's

Ladies' Outfitters,
ALEXANDRA
BUILDINGS.ELEGANT
FOOTWEARat
Reasonable Prices.BLACK
GLACE
SLIPPER

Two Strap

\$6.25 Pair.

LACE
BOOTS

Softest Glace Kid,

\$9.50 Pair.

IDEAL LIGHT
WALKING
SHOEBlack Glace
Tan Calf

\$6.50 Pair.

with
LOUIS HEEL
Superior Finish
\$8.50 pair.

INSPECTION INVITED.

Wm. POWELL, Ltd.,
HONGKONG.

Hongkong, 29th January, 1907.

Intimations.

Messrs. K. A. J. CHO-
TIRMALL & CO.,

44, QUEEN'S ROAD CENTRAL,

LATE No. 8, D'AGUIAR STREET.

A FRESH CONSIGNMENT OF
GRASS CLOTH,
AND
A VARIETY OF
LADIES' EMBROIDERED
DRESSES.ALSO
AN ASSORTMENT OF
MALTESE SILK LACE and
COLLARS, &c.

INDIAN RUGS.

AND ALSO

A VARIETY OF
SILKS.

Hongkong, 27th January, 1907.

ST. STEPHEN'S COLLEGE.

THE Hon. Mr. F. H. MAY, C.M.G., will
Distribute Prizes to successful students in
the above-mentioned College TO-MORROW
(TUESDAY), 29th instant, at 12 Noon.
Hongkong, 28th January, 1907.COLONIAL SECRETARY'S DEPART-
MENT.INFORMATION has been received from
the Military Authorities that FIELD
FIRING PRACTICE will be carried out as
follows:—On WEDNESDAY, the 30th January, and
FRIDAY, the 1st February:—
From Pine Apple Pass in a North-
Westerly direction against slopes of
Taimoshan.On MONDAYS the 4th and 11th February:—
From Gindrinker's Bay in an Easterly
direction against Smugglers' Ridge.On FRIDAY and WEDNESDAY, the 8th
and 13th February:—
From Gindrinker's Bay in a North-
Westerly direction against lower slopes
of Taimoshan.The actual firing will probably continue
between 12 Noon and 3 P.M. or thereabout.
F. H. MAY,
Colonial Secretary.

Hongkong, 28th January, 1907.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head
Quarters Office, Fletcher Street, until 12
o'clock Noon, on FRIDAY, the 15th of February,
1907, for the undermentioned SUPPLIES and
SERVICES, for the period of 12 months from
1st April, 1907:—

1. Meat.
2. Hospital Supplies and Medical Comforts.
3. General Supplies and Provisions.
4. Oil, Wick, and Barnack Supplies.
5. Coal, Coke, Wood and Charcoal.
6. Barrack Services and Scavenging.
7. Washing.
8. Transport Services (Supply of Launches,
Junks, Coolies, &c.).
9. Forage.

Forms of Tender and any particulars can
be obtained on application to this Office,
personally or by letter, addressed to the Officer
Commanding Army Service Corps, between the
hours of 10 A.M. and 4 P.M.The Tenders must be properly filled up, and
signed, and dated, and no Tender will be noticed
unless delivered upon the proper form at the
Head Quarters Office by 12 o'clock Noon on
the above date, in a closed envelope, marked
"Tender" on the outside.The right to reject any or all Tenders is
reserved.Head Quarters Office,
Hongkong, 25th January, 1907.A. CHAZALON & CO.,
6, Queen's Road Central.WHO have just received the Finest As-
sortment of ENGLISH and FRENCH
CONFECTIONERY from the best makers
of London and Paris;

ALSO

A Large Variety of LIQUORS, BOR-
DEAUX, FORT, SHERRY, WHISKY, &c.,
&c., from the most renowned houses in France
and other foreign countries.

Hongkong, 11th January, 1907.

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of,
JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET.

Hongkong,
Hongkong, 28th April, 1906.

FIGHTING PHTHISIS.

EDINBURGH PROPOSES TO MAKE NOTIFICA-
TION COMPULSORY.A good deal of interest has been aroused in
medical and public health circles by the action
of the Edinburgh Town Council in adopting a
recommendation for the compulsory notification
of phthisis.The matter had been before the council in
one form or another for seven or eight years,
there being a disinclination to rush matters in
view of the fears of a section of the community
that somewhat harsh action might be taken by
the authorities if too wide powers were con-
ferred upon them. On the other hand, it has
long been recognised by the public health
authorities that much could be done to prevent
the spread of the disease if proper precautions
were taken.

NO DRASTIC STEPS.

It was also recognised that nothing could be
done until the authorities knew where the
causes were, and thus the first practical steplay in the direction of compulsory notification
beyond this the authorities at Edinburgh have
not yet gone. No drastic action is contem-
plated, such as preventing a patient going about
his usual avocation if he is fit for it, or of
forcibly removing a patient to the hospital against
his will.

INSPECTORS TO BE APPOINTED.

The first step is the setting aside of a
hundred beds at Colinton Hospital for bad
cases. Steps will probably also be taken to
ascertain the home conditions of every case
notified. Inspectors will be appointed to visit
the homes and see if the family have adequate
air space, and that everything is being done to
prevent the spread of the disease.Every care will be taken to make the in-
vestigation as far from inquisitorial as possible,
and moral suasion will be the power used to
induce the patient to observe the necessary
regulations.Much has already been done in the way of
limiting the ravages of the disease in the city,
and high hopes are entertained of substantial
results accruing from the new system.PRAISE FROM THE PEKING ORPHANAGE
FOR

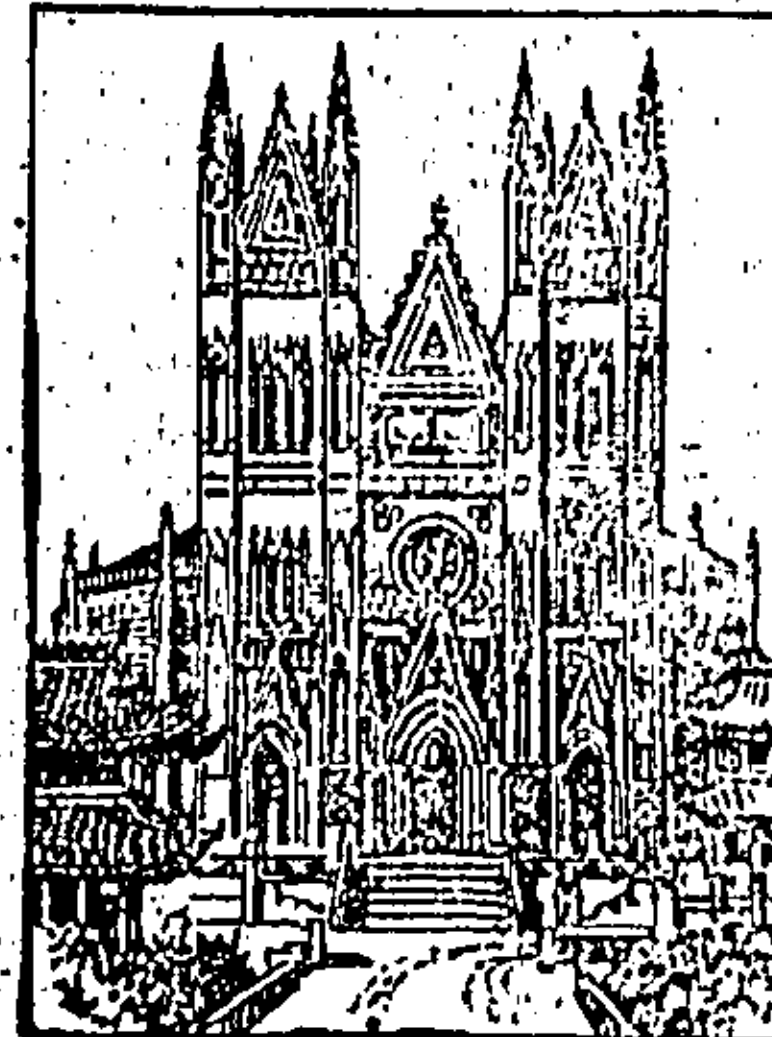
Dr. Williams' Pink Pills.

*The Sister Superior says the Sisters find them an excellent Remedy for
Anæmia (weak watery Blood), as well as for General Weakness,
Rheumatic Pains, and Stomach Troubles.*Sister Ellen, Superior of the Orphanage and
Dispensary attached to the Convent of the
Immaculate Conception at Peking, has favoured
us with permission to publish the following
letter:—

'Peking (China), July 25th, 1905.'

'I, the Sister Superior of the Peking Orphan-
age, take pleasure in stating that we have found
the use of Dr. Williams' Pink Pills for Pale
People beneficial not only for our girl scholars
but also amongstTHE SISTERS THEMSELVES AND THE
OUTSIDE PUBLIC ATTENDING
OUR DISPENSARY.'Owing to their uninterrupted work, and
also to the fact that they never get away from
Peking for a change of air during the hot
season, the Sisters at times become very*A Sister of Charity.
To which Order the Peking
Sisters belong.*much run-down in health, and on such occa-
sions Dr. Williams' Pink Pills are very success-
ful. They have proved so too in several cases
of General Weakness, Rheumatic pains, and
feebleness of the Stomach.'A young girl suffering from Chest Com-
plaint experienced great relief in taking Dr.
Williams' Pink Pills. A married woman en-
tirely run-down by household cares and hard
labour got all right and strong again after a
few weeks' treatment by Dr. Williams' Pink
Pills. I remember also

THE CASE OF A MISSIONARY.

who was complaining very much of feebleness
of stomach and want of appetite. After using
with perseverance several bottles of Dr. Wil-
liams' Pink Pills this gentleman became quite
well. Speaking generally,OUR DAILY EXPERIENCE PROVES
that Dr. Williams' Pink Pills are an excellent
remedy for General Weakness, and are
especially useful for cases of Anæmia in young
girls.'They are used by us in a variety of cases
throughout the year. Whenever our patients,
orphans, and school girls are getting thin, pale,
weak or are losing appetite, Dr. Williams' Pink
Pills are the remedy we find almost
always efficacious.(Signed) SISTER ELLEN,
The Superior of the Orphanage.'The testimony of Sister Superior Ellen,
given not merely as an expression of her own
experience but also on behalf of the Sisters
under her at Peking, and with the express
sanction of the Rev. Mother Superior of the
Order of the Sisters of Charity at Shanghai,
forms one of the strongest testimonials ever
published regarding the merits of Dr. Williams'
Pink Pills for Pale People, for it proves be-
yond doubt the unrivalled excellence of these
Pills as a medicine for men, women and
children, and their value as a remedy for
family use in every home. The question is
often asked: "How is it that this one
medicine can cure so many different ail-*The Peking Cathedral, Peking, to which the
Convent of the Immaculate Conception
is attached.*ments?" The answer is simple; it is that
most ill-health is primarily caused by impure
weak blood and Dr. Williams' Pink Pills are
the greatest blood medicine known to medi-
cine science. They strengthen and at the same
time purify the blood, they enrich the blood;
they make new blood, and where good, rich,
strong blood is sickness and disease can no
longer exist. The testimony of thousands of
grateful cured sufferers proves these Pills to be
the remedy for Anæmia or weak watery blood,
Liver Complaint, Indigestion, Headaches,
Pains in the Back, Nervousness, Debility,
Early Decay, Paralysis, Beri-beri, Rheu-
matism, Sciatica, Malaria, and the after effects
of Fevers, Dysentery and Chills. To ladies
they are of especial value at the trying times
they are as necessary to the growing girl as to
the young mother or matron of middle age.
Men broken down by overwork, excesses, or
residence in unhealthy climates are speedily
restored by their use. Obtainable at most
shops where medicines are sold these Pills can
also be had direct from the Dr. Williams'
Medicine Co., Singapore, six bottles for \$8/-
or one bottle for \$1.50 post free to any
address.

Intimations.

HONGKONG HIGH-LEVEL TRAM-
WAYS COMPANY, LIMITED;
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. ... Every 30 minutes.
7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.
every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 p.m. ... Every 10 minutes.
12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, 27th August, 1906.

THE SHU ON STEAMSHIP COMPANY,
LIMITED.NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
OF THE COMPANY will be held at the Com-
pany's Registered Office No. 8, QUEEN'S ROAD
WEST, VICTORIA, HONGKONG, on TUESDAY, the
23rd day of the 12th Moon of the 2nd year of
Kwong Sui (the 5th day of February, 1907), at
12 o'clock noon, when the following Resolutions
will be proposed, viz:—

- 1.—That the capital of the Company be in-
creased from \$250,000 to \$350,000 by the
issue of 5,000 fully paid up new shares of
\$20 each ranking for dividend, voting
power and in all other respects pari passu
with the existing shares of the Company.

- 2.—That such new shares be offered in the
first instance to the persons who on the
19th day of February, 1907, shall be the
registered shareholders of the Company in the
proportion of one new share for every
old share held by them and that such offer
be made by notice specifying the number
of shares which each such registered
shareholder shall be entitled to take up
and limiting the time within which the
offer if not accepted by payment of the full
amount of \$20 per share will be deemed
to be declined and that the Directors be
empowered to dispose of the shares not
taken in response to such offer as they
consider expedient in the interests of the
Company.

By Order of the Board,

CHAU CHEUK FAN,
Manager.

Shu On Steamship Co., Ltd.

Hongkong, 25th January, 1907.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,
ON
SATURDAY, MONDAY AND TUESDAY,
the 2nd, 4th and 5th FEBRUARY, 1907, commencing each day at 2 P.M., at his
SALES ROOMS, DUNDRELL STREET,A MAGNIFICENT COLLECTION OF
JAPANESE ART CURIOS AND SILK
EMBROIDERIES,

COMPRISING:—

PORCELAIN.—Very Fine Satsuma, Kikkawa, Imari, and Kutani, &c.
BRONZES.—Old Jars, Flower Vases, and Figures, &c.
CLOISONNES.—A Choice lot of Vases, Incense Jars in Silver, &c.
WOOD CARVINGS.—Very Old Temple Karmas, Shrines, and Figures, &c.
IVORY.—Beautifully Carved Figures, &c.
SILKS.—Old Temple and Palace Hangings; D'aperies, Brivades, Court Kimonos, Table
Cloths, Bedspreads, Cushion Covers, &c., &c.

PICTURES.—Silk Embroidered and Cut Velvet, &c.

AND
A Quantity of other CURIOS,

Some Pieces of CHINESE PORCELAIN and BRONZES.

N.B.—The above collection of about 1,200 lots arrived from Kyoto and will be sold
WITHOUT RESERVE. A rare opportunity for Collectors.

TERMS:—As usual.

Catalogues will be issued.

GEO. P. LAMBERT,
Auctioneer.

Hongkong, 26th January, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions
from M. GASTON LIEBERT, Consul-
General for France, to sell by
PUBLIC AUCTION,

TO-MORROW,

the 29th January, 1907, at 2.30 P.M., within his
residence, No. 10, MacDonnell Road,
THE WHOLE OF HIS
VALUABLEHOUSEHOLD FURNITURE,
THEREIN CONTAINED,

Comprising:—
TEAKWOOD HATSTAND with GLASS,
WALNUT COVERED BRASS HANDLES
HALL TABLE, COCONUT TABLE,
MARBLE TOP BLACKWOOD FLOWER
STANDS, TABLE LAMP (Oil and Electric
combined) ELECTRIC CEILING FAN,
OVERMANTLES with GLASS TAPESTRY,
COVERED DRAWING ROOM SUITE,
TEAKWOOD EXTENSION DINING
TABLE and CHAIRS, DINNER WAG-
GONS, TEAKWOOD SIDEBOARD with
BEVELLED GLASS, DINNER SERVICE
(70 pieces) GLASS and CHOCOLATE WARE,
ICE CHEST, One FILTER by Bush & Co.,
MARBLE TOP MOTHER OF PEARL IN-
LAID BLACKWOOD SIDE TABLE,
MOROCCO COVERED CHAIRS, TEAK-
WOOD BOOKCASES, ELECTRIC LAMP
and FANS, BED ROOM SUITE, TEAK-
WOOD DRESSING TABLE and CHEST-
OF DRAWERS with BEVELLED GLASS,
DOUBLE BRASS MOUNTED BEDSTEAD
with WIRE and HAIR MATTRESSES,
MARBLE TOP WASHSTANDS, SINGLE
IRON BEDSTEADS and BEDDING, COOK-
ING STOVE and UTENSILS, &c., &c., &c.

ALSO

A quantity of PALMS in Pots.

On view from the 26th instant, at Noon.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 28th January, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the CAPTAIN SUPERINTENDENT OF
POLICE, to sell by
PUBLIC AUCTION,

ON

WEDNESDAY,
the 30th January, 1907, at 11 A.M., at the
Central Police Station's Compound,
AND ONTHURSDAY,
the 31st January, 1907, at 11 A.M., at the
Tsim-tsa-tsi Police Station, Kowloon,
SUNDRY
UNCLAIMED AND CONFISCATED
GOODS,

Comprising:—
CHINESE CLOTHING, BLANKET,
PIECE GOODS, SALT FISH, INDIGO,
PIED LICHES and LUNG-NGAN,
MATHES, CHINESE PAPER, BLACK-
WOOD WARE, TOBACCO, WAX,
CHINESE UMBRELLAS, CHINESE
CANNES, RATTAN, MATTING, VER-
MILION, &c., &c., &c.

ALSO
A quantity of GOLD and SILVER
JEWELRY.

TERMS:—As usual.
HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 28th January, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Registrar, Supreme Court,
to sell by
PUBLIC AUCTION,

ON

WEDNESDAY,
the 30th January, 1907, at 2.30 P.M., at the
Occidental Hotel, Elgin Road, Kowloon;
THE GOODS AND CHATTELS,
Comprising:—
SUNDRY
HOUSEHOLD FURNITURE.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 26th January, 1907.

THE HONGKONG
STUDIO.HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

Intimations.

THE KOWLOON LAND AND BUILDING
COMPANY, LIMITED.NOTICE is hereby given that the EIGH-
TEENTH ORDINARY MEETING
OF SHAREHOLDERS in this Company will
be held at the Company's Office, Victoria Build-
ings, on MONDAY, the 4th February, 1907, at 12
o'clock Noon, for the purpose of receiving the
Report of the Directors together with State-
ment of Accounts for the year ending 31st
December, 1906.The REGISTER OF SHARES of the Com-
pany will be CLOSED from WEDNESDAY,
the 30th January, to MONDAY, the 4th
February (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,

A. SHELTON HOOPER,
Secretary.Hongkong Land Investment & Agency Co., Ltd.,
Agents for the
Kowloon Land & Building Co., Ltd.,
Hongkong, 25th January, 1907.HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FIRST ORDINARY
HALF-YEARLY MEETING OF
SHAREHOLDERS in the Company will be
held at the Office of the Company, Hotel
Mansions, on TUESDAY, the 12th February,
at 12 o'clock Noon, for the purpose of receiving
a Report of the Directors together with a
Statement of Accounts, declaring a Dividend,
confirming the appointment of a Director and
electing Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from the 30th January to
the 12th February, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,
Secretary.

Hongkong, 21st January, 1907.

THE WINE GROWERS
SUPPLY CO.BARRETTO & Co.,
General Agents, Hongkong.

FRENCH CLARETS.

BOTTLED BY

JULES MERMAN & OIE,
BORDEAUX.

Cotes \$9.50 Per Dozen Quarts.

Medoc 9.50 " "

St. Estephe 9.50 " "

Pauillac 13.50 " "

Margaux 14.00 " "

Chateau Ludovice 17.00 " "

Chateau Galle ... 18.00 " "

Chateau Pontet

Caret 20.00 " "

Chateau Mutton

d'Armailiac 24.00 " "

Chateau Marbuzet

Meyman 27.00 " "

Chateau Rauzan 30.00 " "

SPANISH CLARETS.

BOTTLED BY

THE COMPANIA VINICOLA DEL
NORTE DE ESPANA-BILBAO.

Rioja \$12.00 Per Dozen Quarts.

Ceps Ruby 6.00 " "

BARRETTO & Co.

Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 22nd January, 1907.

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and
SHERRIES bottled in Europe have
been especially selected and pro-
cured from the celebrated firm of

C. G. SANDEMAN
SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.

AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907. [31]

ADVERTISERS are requested to publish in
"The HONGKONG TELEGRAPH" should be
addressed to The Editor, The Hongkong
Telegraph, and should be accompanied by the
Writer's Name and Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not be responsible for any
return of letters, unless accompanied by a
return of postage.

SUBSCRIPTION RATES (IN ADVANCE)
12 MONTHS—\$10.00
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The rates per annum and per month, proportional.
The daily issue is delivered free when the subscription
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The postage on the weekly issue in any part of the
world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty
cents.

MARRIAGE.

At Shanghai, on January 23rd, Dr. FREDERICK J. TOOKER, of Shanghai, to Dr. MARY E. FITCH, of Soochow.

DEATH.

On 26th January, 1907, FRANK J. MATT-
LAND, of Messrs. Matland & Co., Ltd.,
Shanghai.

The Hongkong Telegraph.

HONGKONG, MONDAY, JANUARY 28, 1907.

THE ADVANCE IN SILVER.

Although there has been a lull in the discussion of the silver question, that has not followed as a result of any better prospects being discovered for the benefit of the individuals who are paid in sterling. Rather it indicates the spirit of fatalism, the bowing to the inevitable. Nevertheless, an article which appears in *Dun's Review* on the subject is worthy of some consideration. In the course of his remarks the writer makes a number of observations which are distinctly interesting. It is stated that not since 1893 has silver cost over 32 pence per ounce in London or 70 cents at New York. Probably the figures were expanded somewhat by United States purchases aggregating many million ounces recently, deliverable at the Philadelphia, Denver, and other mints; but the great pressure this year has come from India, which has taken about \$14,000,000 worth from the London market. That is more than the total shipments to all Far Eastern countries in any preceding full year, with the exception of 1877 and 1887. The latter year covered the Indian Mutiny and generally disturbing conditions, and the great famine in India occurred in 1877. In other words, the demand from India alone rises far above all normal years, and shipments by 31st December were believed even to exceed those two periods of special stress. The fact is prices are now higher than at any time since the repeal of the Sherman Act authorizing

purchases that produced the excessive accumulation of about 168,000,000 ounces in the Government vaults. That enormous stock has been coined and circulated, either as subsidiary coin or standard silver dollars against which paper money is now in circulation. Present prices appear less inflated, however, when it is realized that they are lower than the yearly average at any time prior to 1894, the London average in 1893 being 35½ pence per ounce and 54.81 pence in 1877, the year of largest movement, to India. Prior to that date the annual average price was about 60 pence per ounce at London. The claim that the market value of the white metal would be seriously depressed by the extension of the gold standard has been flatly refuted by the events of recent years, an actual rise of about 19 cents an ounce being at present recorded from the low record touched in 1902, despite the long strides toward establishing the civilized world on a uniform gold basis. For a time Mexico was able to realize a profit by the sale of its silver pesos as bullion, but is now actually seeking silver from abroad for subsidiary coinage. Demand is also noticed for mints in many leading European nations. The question of the moment is whether production can be increased sufficiently to check the advance in price, as consumption gives no evidence of curtailment. Possibly demand for use in the arts may fall off, although there is no present prospect of a reduction in the estimate of 60½, 0,000 ounces annually, particularly with leading nations so prosperous. The world's yield is placed at 170,000,000 ounces for 1906, a slight increase over every year since 1901, and a further gain should follow the attractive level of quotations, while the United States should certainly regain the small estimated decrease from its high-water yield of 63,500,000 ounces in 1892. Low-grade ore that has not been profitable to work will again attract attention, and reopening of old mines may result from the discovery of new deposits heretofore overlooked. At the lowest point on record, the bullion value of the American standard silver dollar was not quite 40 cents. It is now much less flat in character, but this fluctuation may disorganize the coinage systems of new nations, that in order to put silver money on a fair basis issued it at a ratio of 32 to 1. As this is no longer the proportion, there is danger that those countries may find silver coins going out as exports of bullion, and one remedy may be the reduction of bullion value in silver coins. Yet any effort to seek the maintenance of intrinsic value, instead of merely a subsidiary coinage with the nation's credit back of it, must lead to endless complications. So that the end so devoutly desired of the sterling men is yet far off if the predictions of financial experts are to be trusted, and only those who elected to be paid in the currency of the country can afford to look on the enhanced price of silver with anything approaching equanimity.

LOCAL AND GENERAL.

The English mail of the 29th December was delivered in London on the 26th inst.

To-morrow will be the Speech Day of St. Stephen's College. The Hon. Mr. May, C.M.G., is to distribute the prizes to successful students at 12 o'clock noon.

MR. T. Searcabe Smith, before taking up his appointment as a puisne judge in the Straits Settlements, will proceed to Europe on nine months' leave of absence. He leaves by the s.s. *Jongita* to-morrow and will embark from Blake Pier at 11.15 a.m.

The annual meeting of the Hongkong Benevolent Society is to be held to-morrow, in the City Hall, at noon. The Hon. Mr. F. H. May, Colonial Secretary, will preside, and it is hoped that there will be a large attendance of those interested in the Society's work.

As a mark of respect to one of the members, the late Mr. S. E. Lalaca, whose funeral took place at Shanghai on 21st inst., the Stock Exchange was closed to business all day. Owing to the privacy always attendant on Parsee funerals the members could not attend the ceremony in Footscow Road.

SIXTEEN steamers are now being built at the Mitsui Bishi Yard at Nagasaki and the Kawasaki Dockyard at Kobe, with a bounty granted according to the Shipbuilding Encouragement Law. The tonnage of these steamers aggregates \$4,000 tons, which is to be fitted with turbine engines, for the Toyo Kisen Kaisha, is among the number.

A SHANGHAI firm has received the following interesting communication:—"Dear Sir, The Chinese calendar in your company is glance in looking, to be sure surpassing all the others; and also it is gigantic beyond example in connection with its fine spectacle, while I look at it. I shall be very much obliged, if you will kindly give me some pieces, as I have great deal interest of it."

FOOTBALL CHALLENGE
SHIELD.

The draw in the second round is:—Y.M.C.A. v. "G" Coy. 3rd Middlesex Regt. Royal Engineers v. King Alfred; Royal Artillery v. Lusitania F.C.; "F" Coy. 3rd Middlesex Regt. v. Hongkong Club.
This to be played on or before 23rd February.

SEVERE SQUALL IN HONGKONG.

HARBOUR SWEEP BY TREMENDOUS GALE.

LIVES LOST AND PROPERTY DESTROYED.

EXTRAORDINARY EFFECTS OF A TEN MINUTE BLOW.

Hongkong has suffered from such a series of elemental disasters, involving the loss of valuable lives and property during the past few months, that another visitation more or less viewed with fatalism. The storm of wind and rain which broke over the Colony this afternoon did not, as a consequence, evoke that extreme curiosity which was aroused on the memorable 18th of September, but had that day never existed the violence of the squall which almost approached tornado force, and caused the death of numerous Chinese and the loss of many native craft, to say nothing of the damage and destruction done to property ashore, would have become a black-letter day in the annals of Hongkong. All the forenoon there had been a brooding in the atmosphere, and in most offices the electric light was turned on early in the day. But as there was nothing to indicate the approach of a whirlwind, and as the air was almost sultry, it could hardly be said that there was any premonition of the coming storm. Just before the fifth hour, when one o'clock was looming ahead, and the majority of people were preparing for the usual respite from toil, the sky suddenly became overcast and darkness fell over the city. About five minutes to one o'clock the squall seemed to be shrouded in a black pall, and it was impossible to see a hundred yards ahead. It became obvious then that some cataclysm of nature was impending and it came with appalling suddenness. The tornado, for it was little less in fury and destroying power, swept up on the Colony from the south. It was accompanied by a blinding downfall which formed an absolute rain curtain and cleared the streets of every description of traffic.

At this time the harbour was crowded with the small native craft and the Chinese who were navigating the sampans, junks and lighters had not the slightest warning of what was in store for them. They were in most cases placidly rowing across the bay, for there was not, prior to the coming of the storm, a breath of wind to ruffle the sails. The thunder storm was heralded by a drizzling shower which rapidly developed into a downpour. Then the wind rose until it was howling through the Colony, driving the rain-drops like bullets in its course. The native boatmen were helpless in its grasp. Indeed, from the moment the rain began to fall until the black squall was at its zenith could not have exceeded two minutes at the outside. It only lasted some ten minutes, from first to last, but it effectively wrought death and destruction in that short space of time. On all sides, in the central section of the harbour, junks, lighters and sampans were to be seen turning turtle; the harbour was littered with jetsam, and it was feared that there would be another holocaust of life to chronicle.

Acting with a promptitude which was more than commendable and gave practical proof of the lesson learned in the great typhoon, the police authorities commanded every launch they could lay hands upon. They did not stand on any ceremony; if a launch had steam up, out she had to go to rescue the crews of the native craft which had been swamped in the sudden onslaught of the gale. The chairman of the Tung Wa Hospital, Mr. Ho Kam Tong, who happened to be in the vicinity of the harbour at the time, immediately gave orders that two launches be lined, the *Kwong On* and the *E On*, which should proceed to render help to the sinking vessels. In fact there was not a disengaged launch which did not embark on its mission of mercy. Fortunately, the violence of the storm was of such short duration that the sea never became tempestuous, otherwise the loss of life would have been much greater than it proved to be, although the returns as to the casualties cannot yet be considered complete.

Many sampans were literally smashed to atoms against the quay wall while others tilted so rapidly that nothing could be done to save them. Junks carrying a full display of sail area had their sheets torn to strips of canvas. One junk simply seemed to be swallowed up in the middle of the harbour, only the top of the mast being visible above the water. At Blake Pier three sampans were lying full of water. Now and then Chinese workers would be met running along the street carrying the insensible bodies of children who had been on the point of drowning. Several were carried into the shed of the new Post Office and brought back to life. Right along the Connaught Road prayers were wrecked vessels, with crowds watching, and assisting to the utmost of their ability the unfortunate natives. The scene in no way compared with the typhoon's aftermath, but at the same time it was a striking illustration of the dan-

gers which have to be faced by those who go down to the sea in ships.

The amazing feature of the tornado was its extraordinary swiftness and its marvellous velocity. Almost, before people had begun to realise that they were in the midst of another disaster and that the mosquito craft in the harbour were being swept to destruction, the storm had passed over and only a thin drizzle was left. But some idea of the fury of the gale may be formed from the fact that the river steamer *Paul Beau*, which was moored by five huge cables, was wrenched from her moorings and cast adrift. The great hempen cable looked as if it had been cut by an exceptionally sharp knife; the chain cable was broken but not before the stout wooden pile or bollard to which it was attached had been bodily uplified and swung on the wharf. The other cables simply parted in two. The vessel drifted away from the pier and what added to her danger was the fact that she had no steam. But the officers and engineers promptly took affairs into their own hands and with the aid of the Chinese boatswain, who worked valiantly, the vessel was swung against the wharf without having sustained the slightest damage. Meanwhile, the steam launches were scouring the harbour with the object of rescuing the drowning and bringing the capsized and sinking craft to the shore. To say that they were wonderfully successful is to tell but half the truth. They did their duty with a will and that the death-roll is not greater may be attributed to the indefatigable and wholehearted efforts of the Chinese in command of the launches.

What the casualty list will eventually prove to be it is impossible to estimate. One report has it that at least 20 sampans and lighters foundered opposite Jardine, Matheson & Co.'s premises. Another, on the authority of the captain of the *Hoi Ning*, who was an eyewitness, states that fully another 20 were wrecked in the centre of the harbour. So that it is a moderate estimate to suggest that 50 junks, lighters and sampans have gone to the bottom. If we put the loss of life at 50 men, women and children we will probably be within the mark.

The theory of the storm approaching the Colony from a south-westerly direction is practically supported by the experience on boat the Macao steamer shortly before noon to-day. A European passenger, travelling by the *Sui Tai* this morning, whom our representative interviewed, stated that the passage from Macao was wholly uneventful until approaching the Capsicum Pass by the inner route, when torrential rains poured down in a blinding sheet obscuring everything from view. The rainstorm was accompanied by a violent gale of wind which, however, was fortunately of but the shortest duration, lasting not more than about ten minutes. Within an hour of his arrival in Hongkong, the gentleman witnessed the destructive effects of the gale, the precursor of which he had observed at sea. Our informant saw no damage afloat at or around Capsicum as a result of the storm.

The most satisfactory feature of the day was the unflinching readiness which all and sundry exhibited when called upon to succour the drowning boat crews. The men of the British warships in the harbour worked like Trojans and with equal success. The Chinese launches could not be held back from endeavouring to locate stricken vessels, and, indeed, there was what may be described as a communal desire and a praiseworthy contest to assist the unfortunates who had been caught in the clutches of the storm.

So far no estimate can be formed as to the extent of the damage resulting from the violence of the gale. Many lighters laden with valuable merchandise have disappeared and, as already noted, the waters of the harbour are strewn with bales of goods and wreckage of every description. It is safe to say, however, that the damage will be found to amount to several thousands of dollars.

THE SCENE AT THE HARBOUR.

LOSS OF LIFE AND PROPERTY.
VESSELS SERVICE RENDERED BY NAVY AND POLICE.

A sudden and fierce tornado struck Hongkong shortly before the fifth hour, to-day, doing great damage afloat as well as ashore. Although the day did not dawn bright, there were no indications to show that anything so serious would pass over our island. Shortly before one o'clock this afternoon, a glance in the western direction showed that the sky had become as gloomy and almost as portentous as an artificial storm horizon at the theatre. Below this was a curling and twisting mass of leaden clouds rushing over Green Island. Those who saw this knew that there would be something happening ere long and made for a nearby place of safety. Those who did not will remem-

ber what occurred for a long while. There was not even a drizzle to act as a warning to those ashore and afloat; but suddenly the rain came down with such blinding fury as to make it impossible for one to see more than a yard ahead. A strong gust of wind, travelling, approximately, at the rate of fifty miles an hour, followed soon after, and lasted for about eight minutes, leaving several wrecks in the harbour in its wake. Altogether, as we have said, the tornado remained with us between eight and ten minutes, yet in that short space of time the damage that was wrought was equal to a moderate sized typhoon. No mercy was shown to those poor sampan folks who have hardly had time to get over the scare of that memorable day—the 18th September, 1906.

THE DAMAGE ASHORE.
was not so serious as was at first anticipated. The roads and byways along the Eastern and Western districts were flooded—in some places nearly knee-deep. Kicks by the score were overturned along the rays East and Queen's Road East, but their fares managed to crawl out unhurt, although soaked to the skin. Public street chairs were blown several yards away from their stand, while glass windows were smashed in many buildings in the city, and trees and plants suffered greatly. As far as we could learn at this late hour there were no casualties on land.

THE FLOATING POPULATION.
as usual were the hardest hit. Practically speaking, little or no damage was done in the Eastern end of the harbour. The damage was from Blake Pier westwards. Two sampans under tow of the steam launch *Bayley* were swamped between Blake Pier and the P. and O. wharf. The occupants were all thrown into the water and all but one—a lad of five summers who sank immediately—were saved by the crew of the launch. When a *Hongkong Telegraph* reporter arrived on the scene soon after the blow the *Bayley's* crew were assisting the unfortunate sampan people to recover their property which was floating near the prayer wall. Another sampan which had made fast to the steam launch *Aggie*, lying west of the P. and O. wharf, settled down immediately; but was held up by the ropes which were attached to the starboard side of the launch. A third-class cargo boat, moored alongside the prayer wall, a little west of Douglas wharf, fully loaded with valuable merchandise for Vancouver and the United States, foundered, the cargo floating away from her submerged wreck in all directions. A little boy from this boat, who was seen to be drowning, was rescued by some Portuguese gentlemen, who promptly removed the lad, who was in an unconscious condition, into a nearby matshed and rendered first aid. At Pottinger Street pier another cargo-boat, laden with matting, which was moored alongside the stone pier, went down, but no casualties were reported. Her cargo, however, was floating in every direction. A large first-class cargo-boat turned turtle in the middle of the harbour, directly opposite the Central Market. In that vicinity also it is reported that about twenty sampans came to grief.

The fore awnings of the steam-launch *Wo On* were completely torn away. Another cargo-boat, moored near the Harbour Office, and full of cargo was destroyed.

A SKIPPER'S FORETHOUGHT.

Captain Lewing Lion, of the Tsai K. Chung steamer *Hoi Ning*, late H.M.S. *Suifu*, who has been trading in China waters for nearly a quarter of a century and knows the turn of the wind and sea saw in the skies this morning danger ahead. As everyone must know who has taken a trip to Mrs. Bay and its surrounding islands, a heavy swell is nearly always encountered on that run. Bearing this in mind the old skipper refused to sail this morning. That he was right in his judgment all will agree. Had he braved the existing elements outside the harbour this morning and made an attempt to reach Tsai K. Chung there is no knowing but that the *Hoi Ning* would have come to the same end as her predecessor, the *Waiross*.

THE WATER POLICE.

Under charge of the well-known Inspector Langley, are to be congratulated on their prompt action in rendering assistance to the unfortunates who fell into the fury of the tornado. No sooner had word reached Tejm-tai-tai Station that some of the floating population were in difficulties than all the police launches got to work. Calli-gup other spare Chinese launches moored at wharves to get busy, a fleet of launches sailed out, in charge of the police, and did yeoman service in rescuing drowning people, many of whom have to thank the Water Police for living to-day.

THE RIVER STEAMER PAUL BEAU, which was warped to her wharf with one chain, two wire ropes and two double hemp ropes, snapped these as if they were threads and drifted away from her wharf. The Chief Officer, Mr. A. Leard, who was having a nap at the time, was suddenly awakened by the quartermaster who told him of the predicament. Speaking to our representative of the incident Mr. Leard had not enough to say regarding the seamanlike qualities of the native crew. The anchor was dropped at once and steps were taken to get the vessel back to the wharf, which was done successfully, notwithstanding the fact that no steam was up at the time. No time was lost in the engine-room, however, and in the short space of a quarter of an hour Chief Engineer Merlat and Second Engineer Sirvonnat had full pressure on.

"No damage was done to the ship," said Mr. Leard, when asked the question, "except that the bles and chairs were turned over, and the saloon flooded."

Speaking of the thunderstorm, the Chief Officer said: "The wind started from the S. and veered to S.W. This accounts for the fact that instead of dropping, the barometer rose very high soon after the blow—a very strange affair. Had the wind come from the North it would have been different. You see," he said, pointing to the broken cables. "It must have been severe to have snapped those. Look at the size of the rope. I was the suddenness of the affair that broke the cables," he concluded.

IN THE BELIEF, that Jardine's Point and Causeway Bay might present a similar and spectacular scene of destruction on the memorable 18th September, 1906, our representative journeyed eastward to ascertain the extent, if any, of the damage in that direction. He was pleasantly disappointed. Skirting the shore line all along the water front from Blue Buildings to Causeway Bay the hundreds of sampans from end to end were all riding quietly at anchor. Under Fenwick's shoreless stern-wheeler for Tongkin launched the other day had a number of carpenters on board working on the superstructure of the vessel, while on the eastern side of the stone pier the Government dredger was at work removing the silt on the foreshore. The large fleet of coal junks beyond this point escaped quite scathelless, as also did the motley fleet of pleasure yachts at anchor off Ah Keng's slipway. At Observation Point nothing untoward has happened. The little bay at Jardine's Point, sheltered, the usual number of coal and cargo boats, all safely at anchor. There was a single sampan that had capsized, but which the crew managed to upright again as our representative reached the point to note the occurrence. There were no casualties to report. At Causeway Bay, hundreds of all sorts and conditions of craft were at anchor— from the diminutive slipper boat to great big deep-sea junks. Beyond the report of a single boat being overturned with the unconfirmed statement of the drowning of the boatman and the rescue of a single child there were no other occurrences of note. It was evident from the excited manner in which the boat people were discussing the amount of the damage that they calculated upon a heavy mortality of men and women from among their fraternity in the central section of the harbour.

At the identical spot where the *Chinkai Yaru* foundered off Kelle's Island in the typhoon of September last a large coal cargo boat foundered this afternoon. The crew were all saved by the Dock launch *A. Z.* The junk lies water-logged where she went down.

THE RESCUE PARTIES.

No sooner was the extent and the seriousness of the catastrophe realised both ashore and afloat than rescue parties were immediately organized and with admirable promptitude set to work in the humane endeavour to assist the scores of men, women and children struggling in the water. Needless to say, officials and civilians threw themselves promiscuously into the self-imposed task towards their fellow-men in imminent danger of drowning. Conspicuous amongst the rescuers were the bluejackets from his Majesty's ships in port. H.M.S. *Tamar* had her boats out and manned by a sturdy crew of bluejackets succeeded in almost no time in picking up twenty-three men and women from their overturned crafts. Men from the first-class cruiser H.M.S. *Kent*, did their fair share of the work of rescue. Vice-Admiral Sir Arthur Moore's despatch vessel, the *Alacrity*, also contributed her quota towards the succouring party, while the torpedo-destroyers, H.M.S. *Fame*, *Harb*, and *Hamdy* each played a part in rendering their contingent of rescuers. Between the bluejackets, we understand, they accounted for no less than 150 lives saved, not including the crew of two water-logged junks which, at time of writing, are being towed in by H.M. surveying-vessel the *Waterwitch*. Of the 23 rescued by the *Tamar* the doctor on board succeeded in bringing all round with the exception of one woman who was drowned.

A TORPEDOER'S MISSION.

The Commodore H. Pigott, Willing, despatch a torpedo-boat No. 46 to cruise round the island at 4.45 p.m. On-board the destroyer are two Naval doctors whose duty it will be to render medical aid to any of the rescued who may be in need of skilled professional attendance.

THE CIVILIAN RESCUE PARTIES.

The civil members of the community also did excellent work in rescuing the Chinese in the harbour. While officers in the employ of shipping firms were, for the most part, eager to render aid, it was not within the means of all to promptly commandeer the services of steam-launches, etc. Mr. Morrison, the harbour engineer of the Dock Co., was afloat when the storm struck the Colony. He succeeded in picking up seven out of twelve Chinese. To his regret he could not reach five others in time enough, and the men were consequently drowned. Mr. C. D. Silas, of the Dock Co., who was at the head office at the time, took in this situation at once, and getting into the Co's C. 3 he steamed into the Central Fairway where 2 men, 2 women and a child were saved from a watery grave. To Mr. W. Wilson, chief manager of the Dock Co., a boatman owes his life at the moment. Mr. Wilson, like Mr. Silas, was also at his office at the time of the storm. He was then about to cross the harbour, and realising that his efforts might be better employed in the work of rescue he set out in one of the Dock's launches with the result stated.

Fortunately, among the larger vessels in port no casualties have been reported, as we go to press. Although an unconfirmed rumour states that one of Messrs. Butterfield & Swire's launches got into collision with another launch, with only slight damage. The Dock Co. was again fortunate in escaping completely scathelless. None of their floating plant was damaged and the establishments at Kowloon, Sham-shui-po, and Aberdeen report absolutely no damage at all.

LAND SALES.

At the offices of the Public Works Department, this afternoon, a lot of Crown land was sold by public auction. It is situated at Yau-mai, and is registered as Kowloon Island lot No. 1293, and contains 290,000 square feet, bearing an annual Crown rent of \$2,330. The upset price was \$72,500. There were not many bidders present and consequently bidding was slow. When \$52,700—\$200 above the upset price—was reached the bid was knocked down to Messrs. Leigh and Orange, on behalf of a purchaser.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

TRAGEDY AT SHANGHAI.

SHIP'S OFFICER COMMITS SUICIDE.

(From Our Own Correspondent.)

Shanghai, 28th January, 10.55 p.m.

McInnes, the second officer on board the steamer *Maori King*, committed suicide on Saturday by shooting himself with a revolver.

MANCHURIA PROVINCE.

PROPOSED VICEROYALTY FOR THE NORTH.

(From Our Own Correspondent.)

Shanghai, 28th January, 10.55 p.m.

It is reported, on reliable authority, that it is the intention of the Chinese Imperial Government to establish a viceroyalty over the province of Manchuria.

(Kreier's.)

The Evacuation of Manchuria.

LONDON, 25th January.

Russia has notified China and Japan of her decision to evacuate Manchuria immediately, instead of waiting for the appointed date of the 15th April.

The Kingston Incident.

26th January.

There is a well authenticated report that Sir James Swettenham has offered to resign.

The German Elections.

There was a heavy poll throughout the country. The Socialists have suffered the chief reverses, and it is estimated that they have lost 18 seats, retaining 5 seats in Berlin.

ASSOCIATION DAY SCHOOL.

PRIZE DAY.

At 12th o'clock on Saturday, the annual prize distribution took place at the Chinese Y.M.C.A. Day School. The Chairman of the Association, Dr. Ho Nai Hop, called on Mr. F. O. Lester, acting headmaster, to report on the year's work. In brief the report of the headmaster was as follows: "This day marks the close of the second year of the Association Day School. We have had 234 school days during the past year with an attendance of seventy-seven students in the Spring term and seventy in the Winter term. The average daily attendance has been fifty. As compared with last year both the enrollment and average daily attendance show an increase of over 100%. The work of the students has been quite satisfactory, the progress in arithmetic has not been as much as was expected, whereas splendid progress has been made in composition, conversation in English, geography, sentence building for beginners, and in hygiene. Our instruction in Chinese has been excellent. About the middle of December the headmaster made application to the Inspector of Schools for Hongkong for a grant-in-aid for the Association Day School and recently the Inspector paid our school a visit to ascertain its standing. The Day School will open again on the 4th of March for the school year of 1907; old students will be allowed to enter with the same fees as last year and they will be given preference. New students will be asked to pay an additional fee of \$2.00 for registration. No more than 100 students will be admitted."

After the report of the headmaster the prizes were then distributed to the following students: 1st class—Wai Kim, and Chuen Ki King; 2nd class—Tang Heung Cheung, Cheung, Li, U Ming, Ho Hue In, and Lam Ng Fook; 3rd class—Li Hon Wai, Lam Chak Yam, and Lai Lam Fook; 4th class—Tsoi Shai Fan, Cheung Wun Man, Wong Wai Pong, Ling Kwong Kee, and Cheung Shau. Contributed.

SHIPPING AND MAILS.

MAILS.

Indian (*Namang*) 31st inst.
German (*Preussen*) 1st prox., 6 a.m.
Australian (*Eastern*) 2nd prox.
Canadian (*Athenian*) 3rd prox.
German (*Prinz Sigismund*) 6th prox.

The s.s. *Monmouthshire* left Singapore on 27th inst., and is due here on 3rd prox.

The P. & O. S. N. Co.'s s.s. *Palma* left Singapore for this port on 26th inst., at 2 p.m.

The M. M. Co.'s s.s. *Australien* will leave Singapore at 2 p.m., to-day, for this port via Saigon.

The Imperial German Mail s.s. *Sachsen* left Colombo on 26th inst., p.m., and may be expected here on 7th prox.

The C. P. R. Co.'s s.s. *Empress of Japan* left Vancouver p.m., on 25th inst., for Hongkong via the usual Ports of Call.

The N. Y. K. Co.'s s.s. *Wakasa Maru*, European Line, left Kobe for this port via Moji and Shanghai on 26th inst., and is expected here on 4th prox.

The T. K. K. Co.'s s.s. *Nippon Maru* sailed from Manila for this port at 8 a.m., this morning, and is therefore due to arrive at daylight morning, on 30th inst.

The Imperial German Mail s.s. *Preussen*, carrying the German Mails with dates from Berlin of the 1st inst., left Singapore on 27th inst., at 8 a.m., and may be expected here on 1st prox., at 6 a.m.

HONGKONG LAND INVESTMENT COMPANY.

The nineteenth ordinary meeting of the shareholders in the Hongkong Land Investment and Agency Company, Ltd., was held in the office of the company, Victoria Buildings, at noon to-day. There were present:—Hon. Mr. W. J. Gresson (in the chair), Sir Paul Chater, C.M.G., Messrs. H. P. White, N. A. Siebs, A. J. Raymond, D. M. Nissim, A. Haupt (directors); A. Shelton Hooper (secretary); T. F. Hough, D. K. Moss, J. Orange, Alex. Ledger, H. Percy Smith, A. H. Ough, C. W. May, M. S. Potholite and F. E. Ellis.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen.—With your sanction, I propose to take the report and accounts as read. During the year under review, the property market in common with all other markets has suffered from the period of depression, which I trust, we are rapidly leaving behind us. The conditions have been such as to preclude the sale of any of our properties and as no lots with a reasonable prospect of advantageous development have been submitted to us, the company has not derived any revenue from this branch of its business. A comparison of our assets with the year 1905 shows that the amount advanced on mortgage has decreased by \$44,533; and that a further sum of \$65,038.11 has been spent on developing properties; making our property investments \$6,597,575; against \$5,985,771.91 in 1905. Dealing with profit and loss account the return from that important source of our revenue, "Rents," shows an increase of \$91,138. This in a measure must be considered satisfactory, but I regret to say that in spite of every endeavour we have still a number of vacant tenements, although not so many as a year ago. From the census recently taken, you are aware that there has been a reduction in the Chinese population; there are other causes also which have seriously affected properties, but as we must all hope for the amelioration, if not the removal, of useless restrictions it would appear to be reasonable to anticipate a gradually increased return from Chinese rentals. There is an increase of \$1,800 in commission account. On the debit side of the account you will find interest account and with the withdrawal of funds invested on mortgage it is only to be expected that our revenue under this heading must be a gradually declining one, the actual decrease this year being \$51,891.85. Charges account is practically unaltered, while fire insurance is some \$,830 more. The cost of repairs increased from \$11,087.21 to \$14,094.36 which is accounted for by the damage done by the typhoons and estimated at about \$6,000. Summarized, the net earnings of the year are \$55,811.23 more than in 1905, if you exclude from that year the \$101,530 derived from profit on "Property and Investments," and this result your directors trust you may consider satisfactory. If any further information is desired, I should be pleased to give it to the best of my ability.

Mr. Moss—I have a few questions to ask. The Chairman—Then I will move the adoption of the report and accounts.

Mr. Moss—There is an account amongst the assets of \$6,050,975.75. How is it that nothing has been written off for depreciation of property?

The Chairman—The answer to that question is that the property is never written down because anything that is necessary is provided on the other side of the account for depreciation.

Mr. Moss—Well, if your property stands like this in the books, what do you think would happen in the case of a fire? Do you think the insurance companies would pay up the full amount? The insurance companies don't pay upon the book value; they pay upon the actual value.

The Chairman—The insurance companies would pay upon the actual value for which we are insured. We are fully insured.

Mr. Moss—I know it is not the custom among fire insurance companies to pay up like that.

The Chairman—I think that in the case of a company like this the insurance companies would recognise that any claim submitted was a justifiable one and there would be no difficulty in recovering the full amount of our insurance.

Mr. Moss—I don't think they would. But with regard to the accounts payable \$1,957,541.26, how much of that is out on loan to which we are paying interest?

Mr. Shelton Hooper—Receiving interest.

Mr. Moss (continuing)—Some must be contractors' accounts. Surely, there is not a big amount like this all due.

The Chairman—You seem to be a little bit vague about the information you require.

Mr. Moss—Well, I would like the accounts split up in a more detailed manner, so that we can know exactly what condition we are in.

The Chairman—If you look on the other side of the accounts you will see an amount transferred to mortgage deducted from the accounts payable.

Mr. Moss—That leaves, roughly, \$500,000 accounts payable. What do they consist of?

The Chairman—The difference between the two is really represented by the over-draft on the Hongkong and Shanghai Bank.

Mr. Moss—Oh, I see. That is all I wish to ask.

The Chairman—Are there any other questions?

No other questions being submitted, Mr. Hough said:—I rise to second the adoption of the report and accounts. The laud manner in which they have been dealt with by our Chairman leaves me very little to say, but I must echo what has fallen from him in hoping that the drastic laws which at present so encumber and handicap property holders may be considerably modified in the near future. I do not like to say too much about this, looking as we do on the matter as one which may be opened up shortly. We have now sitting a Royal Commission dealing exhaustively with matters concern-

ing property, and I look forward hopefully to the outcome of their deliberations, and that whatever recommendations they with confidence may put forward will bring amelioration of our lot. (Applause.) He year that has passed has been a troublesome one; it is brought home to us now when we are closing up our accounts the losses we have sustained, and it is matter for congratulation that our directors are able to recommend the payment of the dividend they have done. (Applause.) There is a lot of the *Oliver Twist* about shareholders and at times we are perhaps too prone to hold out our hands for more. On this occasion I think we are fortunate, and the least we can do is to cheer on our directors and management and show our appreciation of the year's work. (Applause.)

The report and accounts were carried unanimously.

Mr. Moss proposed that the appointment of Mr. D. M. Nissim as a director be confirmed. Mr. Rodger seconded.

Agreed.

Mr. Percy Smith moved the re-election of Messrs. A. J. Raymond and D. H. Nissim as directors.

Mr. C. W. May seconded and the motion was adopted.

Mr. Orange proposed the re-appointment of Messrs. H. Percy Smith and C. W. May as auditors.

Mr. Ough seconded and the motion was adopted.

The Chairman—Your dividends will be ready on application. I thank you for your attendance, gentlemen.

WEST POINT BUILDING CO., LD.

MEETING OF SHAREHOLDERS.

The above-mentioned company held its eighteenth ordinary meeting at 11.30 o'clock this morning in Victoria Buildings. Sir Paul Chater presided. The others present were Hon. Mr. W. J. Gresson, Mr. A. J. Raymond and Mr. A. G. Wood, directors; Messrs. F. Maitland, C. W. May, A. Haupt, G. C. Moxon, F. Ellis, E. D. Haskell, J. V. Gracia, J. Orange, Percy Smith and A. Shelton Hooper (secretary).

The notice convening the meeting was read by the Secretary, after which

The Chairman said:—Gentlemen: With your permission we will take the report and accounts as read. The result of the year's working shows a net profit of \$52,544.09 as against \$45,700.67, which enables us to pay a dividend of \$1.10, as against \$3.65 for the previous year. You will notice that on the credit side of profit and loss account rents received stand at \$60,000, whereas in the 1905 account the amount under that heading was shown as \$65,251.04, the reason being that the latter amount included rates, which were payable to the Government and refunded by the tenant, but as the tenant now pays rates direct to the Government and they do not appear in our books the net rent received is alone shown, and in consequence thereof do not appear either on the debit side of the account. As you will also notice Crown rent alone being charged at \$318 as against \$9,669.04, shown in 1905 accounts for Crown rent and rates. The cost of property this year is shown as \$1,968.01 in excess of last year being the cost of improving the water supply required by the introduction of the rider main system demanded by the Government. The cost of the upkeep of the property is about \$1,000 less than the previous year, which, considering the destructive typhoons experienced, your directors deemed very satisfactory. If any shareholder wishes for further information I shall be pleased to answer any questions.

There were no questions asked, whereupon the Chairman proposed the adoption of the report and accounts.

Mr. Aupl seconded.

Carried.

Mr. Orange proposed that the appointment of Hon. Mr. W. J. Gresson to the Board of Directors, vice Mr. C. W. Dickinson retired, be confirmed.

Mr. Ellis seconded.

Carried.

On the motion of Mr. Maitland, seconded by Mr. Haskell, and carried by those present, Hon. Mr. W. J. Gresson and Mr. A. J. Raymond were re-elected directors.

Mr. C. W. May was re-elected the Company's auditor for the ensuing year on the motion of Mr. G. C. Moxon, seconded by Mr. Gracia.

The Chairman brought the meeting to a close by announcing that dividend warrants were ready.

THE MORPHIA CASE.

WRIT OF "CERTIORARI."

At the Supreme Court, this morning, before a Full Bench, composed of their Honours the Chief Justice, and Mr. A. G. Wise, Puisne Judge, presiding in the appellate jurisdiction, Sir Henry Berkeley, K.C., instructed by Mr. J. Scott Harrison of Messrs. Ewens and Harrison, moved for an order nisi quia Mr. F. A. Hazell do show cause why a writ of *certiorari* should not issue on that Magistrate to remove into the Court the order by which, on the 18th August, 1906, four cases of murmur of morphia, the property of William Hoffmann, of Shanghai, were forfeited and handed over to the Opium Farmer. An affidavit by Mr. Hoffmann supporting the motion was filed, in which he prayed that the said order of the Magistrate made on the 18th August, might be quashed on the ground that the Magistrate had no jurisdiction, as the murmur of morphia was not "opium" within the meaning of the Ordinance.

The order was granted.

THE WRATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory.

On the 28th at 11.55 a.m.—The barometer has risen quickly over Japan, the depression having moved away Eastward.

The barometer has fallen slightly over the E. coast of China, and risen a little on the S. coast.

Pressure is highest over N. China. It remains low over the Northern shores of the China Sea.

Moderate N.E. winds may be expected in the Formosa Channel, and fresh to strong E. winds off the S. coast of China.

FORECAST.

1.—Hongkong and neighbourhood, E. winds, of fresh or strong; squally, showery.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Kailash, same as No. 1.

THE ROYAL VISIT.

OFFICIAL PROGRAMME.

We have received through the courtesy of the Colonial Secretary's Office the following details regarding the forthcoming visit of T.R.H. the Duke and Duchess of Connaught and H.R.H. Princess Patricia to Hongkong, on Wednesday, 6th February.

9.00 a.m.—Arrival of the s.s. *Delhi*.

10.00 a.m.—Their Royal Highnesses will land at 11.30 a.m. A Guard of Honour of the 12th (Duke of Connaught's Own) Baluchis, will be furnished.

Their Royal Highnesses will then proceed to the City Hall, where an Address of Welcome from the Community will be presented.

Their Royal Highnesses will proceed to Government House at 10.45 a.m. and at 11.30 a.m. will unveil statues of His Majesty the King and His Royal Highness the Prince of Wales. Their Royal Highnesses will lunch at Government House at 1.00 p.m.

In the afternoon His Royal Highness will undertake Military Inspections.

At 5.30 p.m. His Royal Highness will be present at a Masonic Lodge Meeting.

Their Royal Highnesses will dine at Government House at 8.00 p.m. and a Reception will be held at 10.00 p.m.

THURSDAY, THE 7TH FEBRUARY, 1907.

His Royal Highness will be occupied throughout the day with Military Inspections and will lunch with the 12th (Duke of Connaught's Own) Baluchis at Kowloon.

Their Royal Highnesses the Duchess of Connaught and Princess Patricia will be present at a Chinese theatrical performance at 4.30 p.m.

At 10 p.m. Their Royal Highnesses will leave for Canton in a special River Steamer. They will breakfast on board and after visiting the City, lunch at the Five Storeyed Pagoda on the City Wall. They will return through the City and embark on the return journey in the course of the afternoon. Arrive Hongkong about 10 p.m.

SATURDAY, THE 9TH FEBRUARY, 1907.

His Royal Highness will be engaged in Military Inspections.

WU CHOW NOTES.

NANNING CUSTOMS STAFF.

Wuchow, 16th January.

Some additional changes have been added to the Nanning Customs staff. Mr. R. P. Mayfield, Assistant A. Mr. E. Watson also from Canton, is appointed Assistant Examiner from the new port. A Chinese Clerk too, from Canton, is transferred to the Nanning Customs Indoor Staff.

Some difficulty is being experienced in obtaining passages from here to Nanning. The hire of a launch from here to the new port is \$400 per trip, and this is considered excessive, considering the journey only takes from 4 to 5 days. The first batch of Customs officials have been dispatched from Wuchow per junks or houseboats, but as these craft take from 25 to 30 days to complete the journey, it is a question of doubt as to whether steam conveyance is preferable to sail, and which would be cheaper in the end. It's a poor outlook for those sent to Nanning, and who have to go up in junks or houseboats, to be cooped up in a native sailing craft for a month. The new port presents lots of discomforts to those going to Nanning, as bread, beef, mutton, etc. are practically unobtainable and one has to fall back on "hard" and deodorized American canned goods. Of course this will only be for a short while, as no doubt commodore ships will soon follow, where a demand for them exists.

CHINESE SCHOOL SPORTS.

A novel and unusual sight was seen on the parade ground a day or two ago, when the native foreign-trained schools met collectively to compete in an athletic sports tournament.

The social and leading officials attended as did a large number of the gentry, and the competitors in the various events gave quite a decent exhibition. The parade ground had been laid out for sprinting purposes and a course was marked out with bamboos, stones, etc. and though the track was not in very good condition, and no new records were established, as far as times were concerned, still the meeting was ably conducted and was a success.

There are a number of these schools in Wuchow, and the students are lads between 10 and 18 years old. A significant feature is that all the students are minus their queues and wear foreign clothes, the majority having adopted khaki uniforms. These scholars in addition to getting a western education (of sorts) go in for gymnastics and military drill, and are being smart at the latter.

The students are mostly of the middle and gentry classes and are a very well behaved lot, being orderly and polite.

NAVAL.

There are 2 gunboats in port, the French *Vigilante* and H.M.S. *Sardis*. The former intends making the journey to Nanning, when the river rises. There has been a fair amount of rain during the past week, which has resulted in the river rising a foot, and has done the country a lot of good. The German gunboat *Tsingtau* is due here shortly, and will make a stay here of about a week.

COMMERCIAL.

FRIGHT.

Messrs. Lamke and Rogge report under date 26th Jan.—When commenting on the market a fortnight ago we wrote that there were plenty of boats, that offers were few and far between and that business obtainable was in every instance of a very poor description. There has since been quite a change, to some little extent only as regards rates, which, though they have improved, still leave much to be desired, but as far as orders and inquiries are concerned; of these there have been quite a lot, principally in connection with Saigon, whence the improvement was originated by extensive orders for tonnage having been wired here. The market, Saigon to this, opened with a big boat accepting

10 cents on top of last fixture of a medium sized steamer at 12 cents. Immediately after 12 cents was again obtainable; 13 cents was offered and declined, except apparently in one instance, and at between 14 and 15 cents there has since a fair business been done. The market closes with charterers' wants for immediate loading evidently satisfied, but 15 cents paid for small size for about 3rd Feb., and 14 cents named for medium-sized boats about same date. Saigon to Singapore, there have also been charters, on basis of about 14 cents. Saigon to Philippines, a small business done, at 26 cents for about 20,000 piculs and 24 cents for 25,000 piculs. Saigon to Japan, several fixtures done for February loading; rates 25 cents to 28 cents, according to sizes and whether for early or late Feb. loading. Saigon to Shanghai and Saigon to Ningpo, there have been inquiries, Saigon to Tientsin also; in the latter direction a boat, carrying about 22,000 piculs, has been chartered as for middle of Feb. loading at 42 cents. Saigon to Java, prompt business has been done in connection with return freight to Japan or to Hongkong, but terms are not reported.

It is to be hoped that the present demand for tonnage will last. To some extent this will certainly depend on whether supplies of Saigon will continue upon a sufficiently large scale. It must be remembered that the season is an unusually early one. It should not cause surprise if for one reason or another the demand for prompt or fairly prompt boats should all of a sudden come to a stop, and Chinese New Year holidays, about 15th to 18th proximo, will certainly interfere with business. Meanwhile the North reports very poor freights, and the tendency on the part of owners alluded to in last circular of sending tonnage off the China Coast has resulted further in downward figures. Nor, s.s. *Undine* and *Swed*, steamers *Karin* and *Lisa* being named as having been so disposed of during the fortnight under review.

Rangoon.—There is a large chartering business doing to Japan. We have not heard that any of the several inquiries for tonnage which were placed on this market have materialized.

Bangkok.—Despite cargo being insufficient for what tonnage the "liners" supply, we hear of negotiations for several trips for outside tonnage, with no actual result so far, however. Coal freights have continued to rule quiet. A charter is reported Hongkong to Canton as low as \$175.

Wakamatsu to Canton.—A fixture at \$180. Moji to this, business at \$1.20 and \$1.15, with next to no demand.

Monthly.—The better feeling in freights may stimulate some speculative business on time-charter basis. We hear of an occasional inquiry, so far no business reported.

Sail tonnage loading or to load.—For Baltimore and/or New York.—Amer. ship *E. D. Sullivan*, 1,539 tons, arrived from Haiphong, 21st December.

Sail-tonnage, *Disengaged*.—None.

Departures of Sailing.—British barque *Arrow*, 14th January for Newcastle, Australia.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 2/2 1/2
Do. demand 2/13 1/2
Do. 4 months' sight 2/10 1/2
France—Bank T.T. 2/10 1/2
America—Bank T.T. 2/10 1/2
Germany—Bank T.T. 2/10 1/2
India T.T. 2/10 1/2
Do. demand 2/10 1/2
Singapore T.T. 2/10 1/2
Japan—Bank T.T. 2/10 1/2
Java—Bank T.T. 2/10 1/2

Buying.

4 months' sight L/C. 2/10 1/2
6 months' sight L/C. 2/10 1/2
30 days' sight San Francisco & New York. 2/10 1/2
4 months' sight do. 2/10 1/2
30 days' sight Sydney and Melbourne. 2/10 1/2
4 months' sight France. 2/10 1/2
6 months' sight do. 2/10 1/2
4 months' sight Germany. 2/10 1/2
Bank of England rate. 31 1/16
Bank of England rate. 5 1/2
S. Vergein. 8 9/16

OPINION QUOTATIONS.

To-day's quotations are as follows.

Malwa New Per picul
" Old @ 700/800
" Old @ 810/830
" Old @ 850/870

Patna New Per chest
" Old @ 887 1/2
" Old @ 806
Regimes New @ 806
" Old @ 806
Persian (Paper) @

TO-DAY'S ADVERTISEMENTS.

HONGKONG GYMKHANA CLUB.

A MEETING OF MEMBERS will be held at the Offices of Messrs. GIBB, LIVINGSTON & Co., St. George's Building, on FRIDAY, 1st February, at 5 P.M.

BUSINESS.

To draw up a programme for the ensuing Season.

C. G. MACKIE,
Hon. Sec. & Treasurer.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KORE AND YOKOHAMA.

THE Company's Steamship "AUSTRALIEN."

Captain Verrier, will be despatched as above, on or about MONDAY, the 4th February.

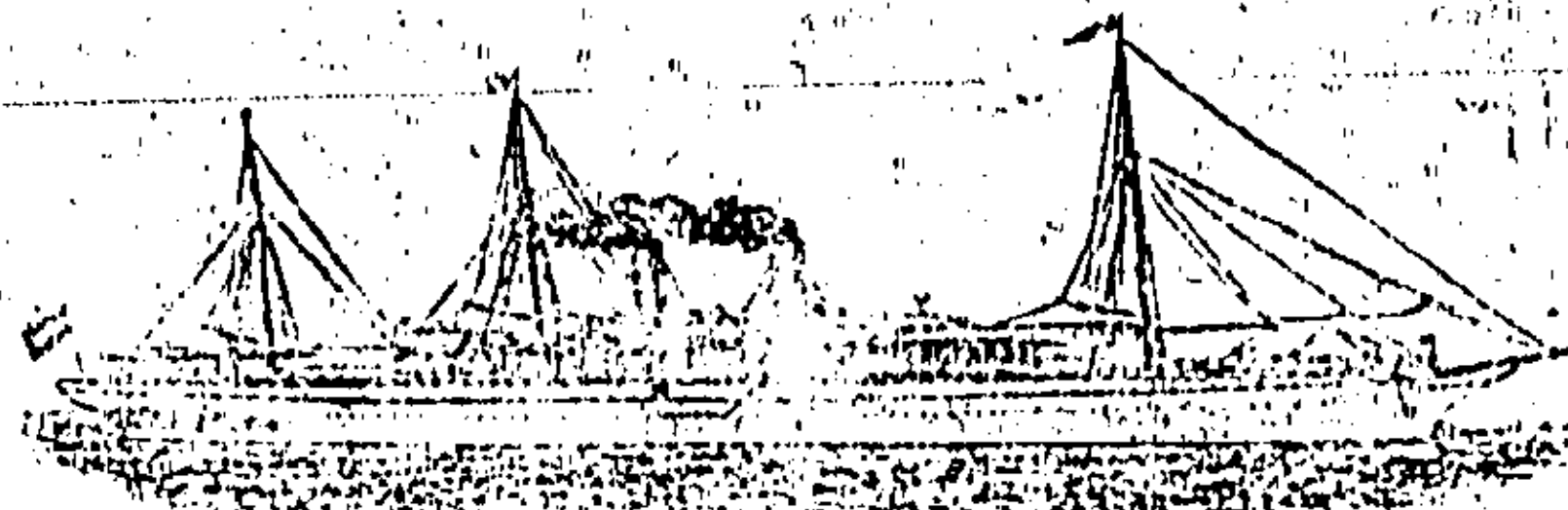
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 28th January, 1907.

STEAM TO CANTON.

THE New Twin Screw Steel Steamer

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only line that maintains a regular schedule service of under eleven days across the Pacific is the "Empress Line." Saving 5 to 10 days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	LEAVE HONGKONG ARRIVE VANCOUVER
"EMPERESS OF INDIA" 3,882	THURSDAY, February 14th.....March 4th
"ATHENIAN" 3,882	WEDNESDAY, February 20th.....March 16th
"MONTEAGLE" 3,882	WEDNESDAY, February 27th.....March 23rd
"EMPERESS OF JAPAN" 3,882	THURSDAY, March 14th.....April 1st
"TARTAR" 3,882	WEDNESDAY, March 27th.....April 10th
"EMPERESS OF CHINA" 3,882	THURSDAY, April 11th.....April 29th

"EMPERESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPERESS" Steamships, 14,000 tons register. The through transit to LIVERPOOL being 24 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class.....112 St. Lawrence St. 60. Via New York 62. Hongkong to London, Intermediate on Steamers, 1st Class on Railways.....140. 142.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to HONGKONG, 21st January, 1907. D. W. CRADDOCK, General Traffic Agent for China Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO. LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE and SOERABAYA.....	"HONGKONG".....	THURSDAY, 31st Jan., 3 P.M.
MANILA.....	"YUENSIANG".....	FRIDAY, 1st Feb., 4 P.M.
SINGAPORE, PENANG & CALCUTTA.....	"NAMSIANG".....	WEDNESDAY, 6th Feb., 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 28th January, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL.

MANILA.....	"TAMING".....	29th January, 4 p.m.
SHANGHAI.....	"SHAOSHING".....	1st February, ..
CEBU and ILOILO.....	"SUNGKIANG".....	5th ..
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.....	"TAIYUAN".....	11th ..
YOKOHAMA and KOBE.....	"TSINAN".....	12th ..

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

1 Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
2 Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th January, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO.....	2540	R. Rodger.....	MANILA (DIRECT)	SATURDAY, 2nd Feb., at Noon.
RUBI.....	2540	R. Almond.....	"	SATURDAY, 9th Feb., at Noon.

For Freight or Passage, apply to.

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 26th January, 1907.



HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Arrival
"LOWTHER CASTLE".....	The end of January.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 17th January, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINANIA," "HABSBURG," and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and "PLYMOUTH." In addition to the above steamers, the s.s. "SILEZIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through tickets issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
FOR SHANGHAI, KOBE AND YOKOHAMA.	FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.
SCANDIA.....	5th February.
HABSBURG.....	3rd March.
RHEINANIA.....	1st April.
HOHENSTAUFEN.....	30th April.
SILEZIA.....	31st May.
SCANDIA.....	30th June.

Hongkong, 28th January, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Brihantha*.

From Calcutta.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 24th January, 1907.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVOLICH,"
FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 29th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th proximo, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd January, 1907.

S.S. "TOURANE."

COMPAGNIE DES MESSEGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medoa*, from Havre ex s.s. *Medoa*, and from Bordeaux ex s.s. *Ville de Marseille*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 29th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th January, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 29th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd January, 1907.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 CENTS) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co. Ltd.
Hongkong, 10th September, 1907.

To Let.

TO LET.

From 1st March, 1907.

NOS. 6, 7, and 12, AUSTIN AVENUE, KOWLOON.

Rent Moderate.

Apply to—

E. D. SASSOON & Co.,

Comptroller Department.

Hongkong, 22nd January, 1907.

TO LET.

NOS. 4 and 16, LEIGHTON HILL ROAD.

Apply to—

HONGKONG & KOWLOON LAND

& LOAN CO. LTD.,

No. 8, Queen's Road West.

Hongkong, 22nd January, 1907.

TO BE LET.

2ND FLOOR, No. 23, CAINE ROAD.

Apply to—

SIN TAK FAN.

Hongkong, 19th January, 1907.

TO LET.

2 FOUR-ROOMED HOUSES at PRAYA EAST, near EAST POINT.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 2nd January, 1907.

TO LET.

EUROPEAN SHOPS, OFFICES, and GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Voeux Road Central, (formerly occupied by Messrs. Shewan, Tomes & Co.

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1905.

TO LET.

THE Premises known as No. 199, WANCHAI ROAD, now occupied by Messrs. Macdonald & Co.'s Engineering Works. Possession, 1st February, 1907.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 4th January, 1907.

TO LET.

NO. 1, WEST END TERRACE, Shamoon, Canton.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 10th December, 1906.

TO LET.

"RANFURLY," CONDUIT ROAD.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 14th December, 1906.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1906.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 dots pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & Co.

Hongkong, 10th January, 1907.



GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 450 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—broken-down, as it were, of the vital forces that sustain the system. No matter what may be its cause (for they are almost numberless), its symptoms are much the same: the more prominent being depression, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what almost everybody essential to all cases is a need of vitality—VITALITY.

VITALITY STRENGTH & ENERGY to throw off these morbid feelings, and experience proves that an eight successive day this may be done.

THE NEW FRENCH REMEDY THERAPION NO. 3 that by any other name is known as "The French Remedy" as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH, and a new existence imparted in place of what had been a lifeless, worn-out, and unproductive one. This wonderful medicine, a purely vegetable and innocuous, is agreeable to the taste and suitable for all constitutions and conditions in either sex; and it is difficult to imagine a case of disease or debility, whose main features are those of vitality, that will not be a reality and permanently benefited by this never-failing recuperative remedy, which is destined to cast into oblivion everything that has hitherto been the wide-spread and numerous cause of human ailments.

THERAPION is sold by the principal Chemists throughout the world. Price in England, 2/6 per packet. Purchasers should take the word "THERAPION" appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioner, and without which it is a forgery.

Sold by all Chemists.

FOR SALE

WELSBACH'S IN-DOOR & OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GAS LINE LAMPS of all descriptions from best materials.

Do. LAMPHOODS of the best kind for GAS LINE LAMPS and GAS LINE ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Voeux Road Central.

Hongkong, 2nd January, 1907.

THE NEW FRENCH REMEDY

THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Roux, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION NO. 1. Incurable shortness of breath, often a few days only, removes all discharges, effectually superfluous injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowels, rough, scaly, scaly, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other remedies have failed.

THERAPION NO. 2. For the cure of rheumatism, gout, sciatica, neuralgia, and all diseases for which it has been too much a fashion to employ mercury, arsenic, etc., in the destruction of the system and ruin of health. This preparation purifies the whole system through the blood, and thereby eliminates all poisonous matter from the body.

THERAPION NO. 3. For the cure of all diseases of the urinary system, such as catarrh, gonorrhoea, early error, etc., etc., it possesses surprising power in restoring strength and vigor to those suffering from overindulgence in long residence in hot, unhealthy climates.

THERAPION. Chemists throughout the world. Price in England 2/6 per packet. In order, state which of the three remedies required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioner, and without which it is a forgery.

Sold by all Chemists.

FOR SALE

WELSBACH'S IN-DOOR & OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIMNEYS, GLOBES, SHADES, &c., &c., and INCANDESCENT GAS LINE LAMPS of all descriptions from best materials.

Do. LAMPHOODS of the best kind for GAS LINE LAMPS and GAS LINE ENGINES, kept in stock.

TAI KWONG CO.,

109, Des Voeux Road Central.

Hongkong, 2nd January, 1907.

THE NEW FRENCH REMEDY

THER

MAILS.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "OCEANEN."

Captain Magnen, will be dispatched for
MARSEILLES on TUESDAY, the 5th
February, at 1 P.M.

This steamer connects at Colombo with the
Australian line s.s. Vera bound for Marseilles
via Bombay and Aden.

Passage tickets and through bills of lading
issued for above ports.

Cargo, also booked for principal places in
Europe.

Next sailings will be as follows:—
S.S. TOURANE 19th February.
S.S. TONKIN 5th March.

G. DE CHAMPEAUX,
Agent.
Hongkong, 23rd January, 1907. [10]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJIB, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Shawmut	9,506	E. V. Roberts	5th Feb.
Tremont	9,506	T. W. Garlick	26th Feb.
Lyra	4,417	H. C. Armstrong	—

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

W. DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 12th January, 1907. [12]

Intimations.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case.	One Case.
	Qts.	Qts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, FINE MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906. [13]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c. &c. &c.

EASTMAN'S

KODAKS, FILMS.

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT and CAREFUL ATTENTION.
Hongkong, 16th May, 1907. [14]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$10,250,000 \$10,000,000 \$12,735 \$150,000	\$1,712,472	{1.15% @ Ex. 2/11 = \$16.47 for first half- year 1906	4 1/2 %	{2035 sellers London 2/107
National Bank of China, Limited	100,025	17	16	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$74,099	\$2 (London 3/6) for 1905	...	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000 \$200,000	\$233,638	\$20 for 1905	61 1/2 %	1295
North China Insurance Company, Limited	10,000	115	115	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 185,529	{Final of 7/6 making 15/- for year ended 30.6.1906	6 1/2 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$33,131 \$1,153,844 \$569,279 \$800,000 \$1,000,000 \$1,000,000	\$2,722,271	Interim div. of 130 for 1905	5 1/2 %	1800
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$508,334	\$12 and \$3 special dividend for 1904	91 1/2 %	1163 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$344,098	\$6 for 1904	61 1/2 %	195
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$422,618	\$25 for 1904	61 1/2 %	\$375 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$50,000 \$50,000 \$50,000 \$50,000	\$6,563	\$14 for 1905	7 1/2 %	122
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Nil.	\$24 for year ended 30.6.1906	7 1/2 %	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,464	\$1 for 1st half-year 1906	61 1/2 %	130
Indo-China Steam Navigation Company, Limited	60,000	110	110	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$2,412	10/- @ ex. 2/11/16 = \$1.60	5 1/2 %	186
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 21,156	Interim div. of Tls. 21 1/2 for 1906	9 1/2 %	Tls. 56 buyers
Do. (Preference)	100,000	110	110	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,078,515	1/- (Coupon No. 6) for 1905	4 1/2 %	120
"Shell" Transport and Trading Company, Limited	2,000,000	110	110	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$218	{11.5% for year ending 30.6.1906 10.75	5 1/2 %	1294 buyers 20 buyers
"Star" Ferry Company, Limited	10,000	110	110	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	T. 11. 49 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,078,515	Final of \$12 making 125 for 1905	19 1/2 %	1130
REFINERIES.								
China Sugar Refining Company, Limited	20,000	1100	1100	\$850,000 \$850,000 \$850,000 \$850,000	\$40,914	\$1 for 1907	...	121
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$8,935	Tls. 4 (8 1/2) for year ending 31.8.06	51 1/2 %	Tls. 75 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$8,935	Final of 1/- @ No. 7 making 21/- for year ended 30.6.1906	6 %	Tls. 11 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	110	110	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$12,546	Interim of 50 cents for account 1906	10 %	G. 510 sellers
Consolidated Mining Company, Limited	500,000	G. 110	G. 110	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$909,050	No. 12 of 1/- = 48 cents	5 1/2 %	1294 buyers
South Australian Gold Mining Company, Limited	150,000	110	110	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$4,873	Final of 1/- @ No. 7 making 21/- for year ended 30.6.1906	6 %	Tls. 11 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$8,915	\$2 for 1905	9 1/2 %	122
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$20,040	\$24 for a/c 1906	61 1/2 %	101 1/2
Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$392,087	\$6 for first half-year ending 30.6.06	81 1/2 %	1144
New Amoy Dock Company, Limited	10,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$2,221	\$1 for 1905	81 1/2 %	112
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 109 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 57,065	Interim div. of Tls. 8 on account 1906	51 1/2 %	Tls. 24088, 644
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 5,668	Tls. 18 for 1905	7 1/2 %	Tls. 235 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	First year	...	Tls. 105 sa. & b.
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$9,418	\$3 for year ended 30.6.1906	10 1/2 %	129 sales
Central Stores, Limited	6,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	114 buyers
Do. (new issue)	24,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	none	7 1/2 on \$74 for 1905	...	114 buyers
Do. (Founders)	123	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$64,975	None	81 1/2 %	1120 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$10,057	\$5 for first half-year for 1906	81 1/2 %	1120 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$67,839	Interim div. of \$33 account 1906	61 1/2 %	1111
Hotel des Colonies Company, Limited	10,000	Tls. 25	Tls. 25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 29,783	Final of 6 1/2 = 10 1/2 for 1905	10 1/2 %	Tls. 115 sales
Hotel Metropole Company, Limited	7,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$4,699	Final of \$6 making \$10	12 1/2 %	112 sales
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,070	80 cents for 1905	61 1/2 %	112 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$574	\$24 for 1905	61 1/2 %	112 sales
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 869,493	Tls. 3 for half-year 1906	51 1/2 %	Tls. 103 buyers
Do. (new issue)	26,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$2,194	Interim div. of \$2 account 1906	7 1/2 %	Tls. 62 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$772	Final of 1/- @ No. 7 making 21/- for year ended 30.6.1906	6 %	Tls. 11 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 64,986	Tls. 10 for year ended 30.6.1906	13 1/2 %	Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$21,560	\$12 for the year ending 31.7.06	10 1/2 %	112
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 150,000	Tls. 6 for year ended 30.9.06 (8 1/2)	9 1/2 %	Tls. 62
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 30,760	Tls. 8 for 1905	61 1/2 %	Tls. 130 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 35,986	Tls. 25 for 1905	61 1/2 %	Tls. 375 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,066	\$7 for 1905	7 1/2 %	1100 sellers
Bell's Asbestos Eastern Agency, Limited	8,000	12/6	12/6	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$286	1/3 per share for 1905	81 1/2 %	1130
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,097	\$3 for 1905	10 1/2 %	1130
China-Borneo Company, Limited	10,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Nil.	\$1 for 1904	10 1/2 %	1130
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	17 1/2 %	Tls. 56 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,219	60 cents for year ended 28.2.06	61 1/2 %	1130
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$1,581	80 cents for 1905	81 1/2 %	1130
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 %	1130
Green Island Cement Company, Limited	200,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$52,201	Int. div. of 75 cents for 1-year ended 30.6.06	91 1/2 %	1130
Hall & Holtz, Limited	21,000	\$20	\$20	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$20,893	\$24 for year ending 28.2.04	10 1/2 %	\$33 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$2,568	{10/- @ ex. 2/11/16 = \$1.60 65 cents	7 1/2 %	\$16
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$2,796	Int. div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$215
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	7 1/2 %	\$250 sales
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$5,813	\$9 for 1905 on 5 shares	8 1/2 %	\$9
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$88	Final of 50 cents making \$1 for the year	14 1/2 %	1130
Maatschappij tot Mijl-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 10,374	{4th interim div. of Tls. 74 making Tls. 30 20 for a/c 1906	9 1/2 %	Tls. 250 sales
Philippine Company, Limited	67,500	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. P. 34,324	Interim dividend of Tls. 31 account 1906	...	Tls. 110 sellers
Shanghai Gas Company, Limited (old) Do. (new)	10,000 8,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 165,000	Interim dividend of Tls. 31 account 1906	61 1/2 %	Tls. 1074 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 9,751	Tls. 6 for 1904	12 1/2 %	Tls. 474 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 120 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 1,452	Interim div. of Tls. 4 on account 1906	4 1/2 %	Tls. 108 sellers
Shanghai Waterworks Company, Limited	8,175 7,200	120 120	120 120	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 190,000	{Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906	...	Tls. 915 Tls. 915
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$41,934	None	51 1/2 %	1130
Steam Laundry Company, Limited	20,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$214	30 cts. (old) & 15 cts. (new) for year ended 31.5.06	7 1/2 %	Tls. 100 buyers
Tientsin Waterworks Company, Limited	12,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 100 buyers
United Asbestos Oriental Agency, Limited Do. (Founders)	9,900 100	\$10 \$10	\$10 \$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$752	{70 cents 49.90 } for year ended 31.5.1906	81 1/2 % 61 1/2 %	\$10 \$150
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$7,734	Interim of 40 cents for account 1906	8 1/2 %	112
William Powell, Limited	15,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000	\$4,500	{Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	11 1/2 %	1130 buyers
DIVIDENDS PAYABLE.—								
Hongkong and Shanghai Banking Corp.						1.15%		
Hongkong and Whampoa Dock Co., Ltd.						5000		
Shanghai Land Investment Co.						Tls. 21		
Lau Kung Mow Cotton Co.						Tls. 800		